

WINE AND SPIRIT MERCHANTS
CHAZALON & CO.
BAKERS AND FRENCH PRESERVES IMPORTERS.
6, QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1840

St. GEORGE'S BUILDING
DISS BROS.
Tailors.

No. 13,403

號十二月三年六零百九千一英

HONGKONG, TUESDAY, MARCH 20 1906

日六廿月二年午丙

PRICE, \$3.00 Per Month

GERMAN BEER.

Large Stock on Hand of
AUGUSTINER BRAU
AND THE CELEBRATED
KULMBACHER BIER.
Per Case of 6 doz. pils. \$18.00.
Per Case of 4 doz. qts. \$18.00.
MAGEWEN, FRICKEL & CO.,
1815 3, DUDDELL STREET.

Intimations.

LOST.

On Friday, 16th instant, a BLACK and WHITE POINTER DOG, about five months old. Anyone returning the same to E. M. HAZELAND, 85, Queen's Road Central, will be Rewarded.
Hongkong, March 19, 1906. 589

WANTED.

STENOGRAPHER and TYPEWRITER for Shipping Firm. Apply, stating age, experience and salary required, to
"A. B."
Care of "CHINA MAIL" Office.
Hongkong, March 17, 1906. 585

WANTED.

FOR PRINTING OFFICE in Singapore. Good MACHINE MEN.
"KELLY & WALSH, LD."
Hongkong, March 18, 1906. 589

VICTORIA RECREATION CLUB.

ATHLETIC SPORTS.

INTENDING COMPETITORS are reminded that ENTRIES CLOSE ON FRIDAY, 23rd March.
ENTRY FORMS obtainable from the Steward, Kowloon, or the Undersecretary.
FRANK LAMBERT,
Hon. Secretary,
O/o CALDERON, MACDONALD & CO.
Hongkong, March 19, 1906. 542

DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at the HONGKONG HOTEL, at 8 o'clock P.M., on SATURDAY, the 7th APRIL, 1906.
Members wishing to be present and Devonians wishing to join the Society are requested to communicate with
MOWBRAY S. NORTHGOTE,
Hon. Secretary,
O/o HONGKONG CLUB.
Hongkong, March 19, 1906. 573

X

Special Offer for Ten Days Only.

THE BURLINGTON,

2, PEDDAR STREET.

ARE SELLING REGARDLESS OF COST.
TAILOR-MADE COATS, DRESS SHIRTS, TROUSERS, BLOUSE-LEOTARD, DRESS MATERIALS, CHIFFONS, FANCY AND DRESSING COMBS, etc.

A Large Assortment of FRENCH HAND-MADE UNDER-CLOTHING and varied styles of Corsets at 25% BELOW COST PRICES.

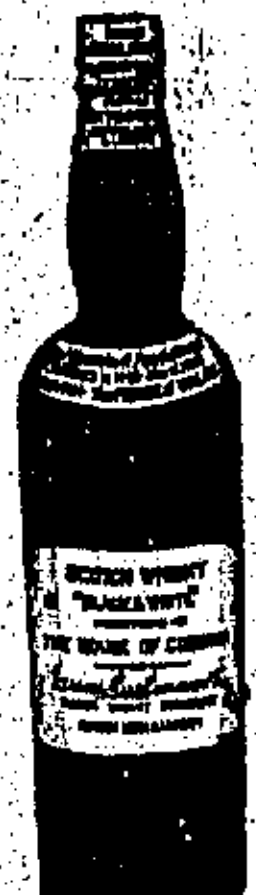
OUR SPECIAL MILLINERY OFFER.
All our imported model HATS and TOQUES to be cleared at astonishingly Low Prices.

Great Bargains in LADIES' SMART AMERICAN BOOTS and SHOES.

All we ask is for Ladies to Call, Inspect and Judge for themselves.

THE POPULAR SCOTCH

'BLACK AND WHITE.'



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS

By Appointment to

H.M. THE KING

AND
H.R.H. THE PRINCE OF WALES.

Supplied at all the Leading Clubs and Hotels, and to be obtained from All the

Business Notices.

W. S. BAILEY & CO.

ENGINEERS & SHIPBUILDERS.

WORKS:

KOWLOON BAY.

OFFICES & STORES:

No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,343 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain W. A. Valentine.
s.s. FATHAN, 2,260 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,895 tons, Captain J. J. Lesslie.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 5.30 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain G. F. Morrison, A.N.N.
Departures from Hongkong to Macao on week days at 2 p.m.
Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Willor.
s.s. NANNING, 589 tons, Captain C. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the:-
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

PELHAM HOUSE

PRIVATE HOTEL, CENTRALLY SITUATED.
THREE MINUTES' WALK FROM POST OFFICE.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE. 25, WYNDHAM STREET. 153

KELLY & WALSH, LTD.

YORK BUILDING, CHATER ROAD.

JUST PUBLISHED.

BUTTERFLIES OF HONGKONG
S. E. CHINA, by J. C. Ker-
shaw. Coloured Plates, Part 3. \$2.00
SCRAPS FROM A COLLECTOR'S
NOTE BOOK, Being Notes on
Some Chinese Painters of the Pre-
sent Dynasty, by F. Hirth; illus.
The Jewel in the Lotus, by S. E.
Brady. 3.00
The Land of the Tsimi, Travels in
Japan, by G. C. Murray. 1.50
China Coast Tales, No. 10, Formosa,
A Tale of the French Blockade
1884-5, by Lise Boehm. 1.00
The Vampire Nemesis and Other
Weird Stories of the China Coast,
by Doby. 1.00
The Celestial and His Religions or
the Religious Aspect in China, by
J. Dyer Ball. 8.00
How to Write Chinese with Particu-
lar Directions for Writing the
Radicals, by J. Dyer Ball; 2nd
Edition Revised. 5.00
How to Write the Radicals, by J.
Dyer Ball; 2nd Edition. .75
The Fifth of the Classics: Quotations
from the Chinese Classics in Collo-
quial Use, by J. Dyer Ball. 2.00

THINGS CHINESE: An Ency-
clopaedia of Subjects Connected
with China, Alphabetically Arrang-
ed, by J. Dyer Ball. \$7.50
On Marine Motors and Motor
Launches, by E. W. Roberts. 8.50
A Dictionary of Contractions, 40
Ventilation, Heating and Lighting of
Dwellings, by J. W. Thomas. 4.20
Ants and Their Ways, illus., by W.
Farren White. 1.85
A Popular Handbook to the Micro-
scope, by Lewis Wright. 1.85
Arc Virendi, the Art of Acquiring
Mental and Bodily Vigour, by
Arthur Lovell. 1.85
Indigestion, Constipation, Gout and
Constipation Treated and Dieted,
by T. Dutton, M.D. 1.25
How to Make and How to Mend
The Chinese Year, Thoughts in
Verse, of Love and Devotion for
Every Day, by G. Wells. 2.00
What Foods Feed Us, by E. Miles. .80
A Treatise on Plague, Historical,
Epidemiological, Clinical, Thera-
peutic and Preventive Aspects, by
Prof. W. J. Simpson. 13.50
Clover's Naval Pocket Book. 6.00
Editorial Wild Oats, by Mark Twain. 1.50

NOTICE.

MR RICHARD HANCOCK is author-
ized to Sign the name of our Firm
per Procuration.
SHEWAN, TOMES & CO.
Hongkong, February 26, 1906. 398

NOTICE.

WE have this day been Appointed
PASSAGE, BAGGAGE, AND SHIP-
PING AGENTS by Messrs COX &
CO., Bankers, Army Agents, &c., of Lon-
don and Bombay.
All information can be obtained, or will
be forwarded on application stating require-
ments to
SAYER & CO.,
19, QUEEN'S ROAD CENTRAL.
Hongkong, January 25, 1906. 409

CAMPBELL, MOORE & CO.,

LIMITED.

To Arrive BY THE S.S. 'GLENSTRAE'

FRESH SUPPLY

OF

HAIR FRAMES,

HAIR PINS,

&c., &c., &c.

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS, APPLY TO THE MANAGER. 804

OHNE WING & CO.

24 & 26, LEE YUEN STREET (WEST)

HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL,

IRON WARE, &c.

STEEL GIRDERS and TREES,

CORRUGATED IRON, PIG IRON, &c.,

fitable for

SHIPS, ENGINEERS AND HOUSE BUILDERS

1907

WILLIAM MACLEOD,

D.D.S.,

ENGLISH DENTIST.

1, CAMBERN ROAD, KOWLOON.

1st Floor, Kowloon Dispensary. 1907

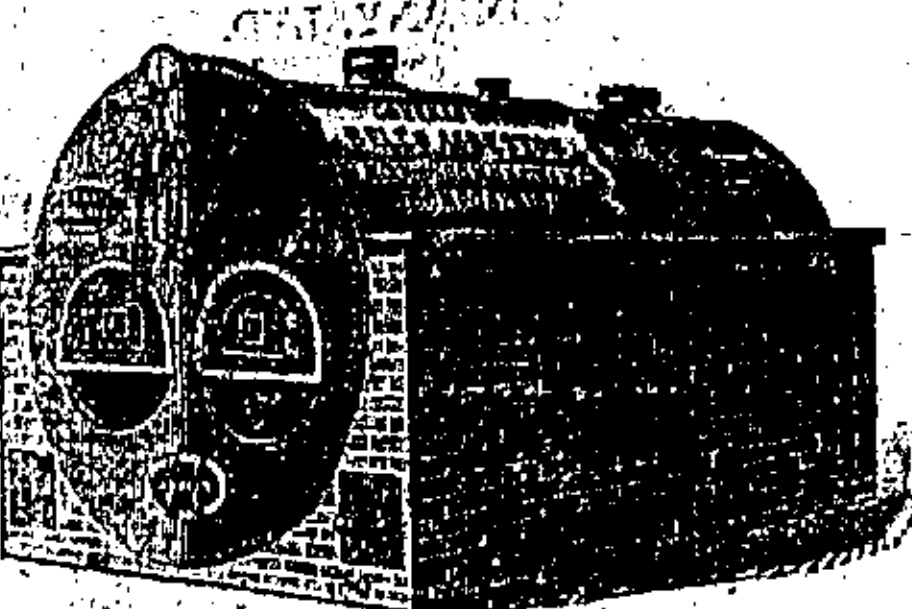
BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON.)

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBE-TOS NON-CONDUCTING COMPOSITION.



ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

FOR SUPPLIED IN

Bags of 1 cwt. each.

OFFICE: 6, DES VŒUX ROAD.

LANE, CRAWFORD & Co.

NEW STOCKS OF

TENNIS SHOES.

RUBBER

and

ROPT

SOLES.



PATENT

'AEROLITE'

SOLES.

FROM \$4.50 to \$10 PER PAIR.

AERTEX CELLULAR TENNIS SHIRTS.
SLAZENGER TENNIS RACKETS - D. Berry's 'E.G.M.' 'Demon' 'Special'
BUSSEY'S TENNIS RACKETS, AYRE'S CHAMPIONSHIP TENNIS BALLS.
STEAM TARMED NETS, POSTS AND MARKERS.
STRAW AND PANAMA HATS.

LANE, CRAWFORD & Co.

THE HONGKONG HOTEL

UNRIVALED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
H. HAYNES, Manager.
2187

STAG HOTEL,

113, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED;
WELL-FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER. 1685

HARRIS-KEENEY CO.

MANUFACTURERS OF HIGH-GRADE FIBRE, RATTAN AND HARDWOOD

FURNITURE AND NOVELTIES.

NO BAMBOO FRAMES IN OUR CHAIRS.

SOME NOVELTIES IN LEATHER GRILLE WORK AND BURNED LEATHER PILLOWS, ETC.,
JUST ARRIVED.
Showrooms - No. 2, Peddar St.; Factory - 1 to 13, Shaukiwan Rd. 3211

N. LAZARUS,



No. 3, PEDDAR

STREET,

OPTICIAN.

SIGHT TESTED FREE.

LENSES GRIND.

REPAIRS A SPECIALTY.

(Under Hongkong

Hotel). 1797

CHAMPAGNES

FROM

CHARLES HEIDSIECK.

PURVEYOR TO HIS MAJESTY KING EDWARD.

SIEMSEN & CO.

SOLE AGENTS FOR CHINA AND JAPAN.

Hongkong, March 2, 1906. 450

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS, APPLY TO THE MANAGER. 804

BAHADUR CIGARS.

THE PREMIER CIGAR OF INDIA.

No. 1. \$2.75 per 100.

No. 2. 2.50 per 100.

No. 3. 2.25 per 100.

GREGOR & Co.

SOLE AGENTS.

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

2351

FAIRALL & CO

NEW SPRING CLOTHS.

Washing Linens, Piques, Mattings,
Muslins, Lawns, etc.

A FINE ASSORTMENT OF

SUNSHADES and GLOVES

Much Below Usual Prices.

HOTEL BALTIMORE (LATE HOTEL AMERICA)

2, WYNDHAM STREET.
A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED,
AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS.
EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.
Terms Reasonable. Apply to THE MANAGER. 1151

DISINFECTANTS! DISINFECTANTS!

NOW IS THE TIME TO USE THEM.

NESTOR FLUID

CHEAP AND RELIABLE

In 1 Gallon and 5 Gallon Tins.

SOLE AGENTS:

VICTORIA DISPENSARY.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906. 449

LEE LOONG & CO.,

FURNITURE STORE,

No. 14, QUEEN'S ROAD CENTRAL

(Next Door to H. PRICE & Co.)

ALL Kinds of FURNITURE, CARVED CABINETS, BLACKWOOD, CROCKERY and GLASS

WARE, KITCHEN UTENSILS, etc., etc. AT MODERATE PRICES. 178

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

CLEARANCE SALE

OF

Ladies' and Gentlemen's Boots and Shoes.

Best Quality English Make.

BLACK AND BROWN. Also

Pumps, Court Shoes, Tennis Shoes,

AT A REDUCTION OF 20 PER CENT FOR CASH.

AQUARIUS

SPARKLING MINERAL TABLE WATER, Qu., Pin., & Spitz.

SILENT WATER, Qu.

STONE GINGER BEER.

GINGER ALE.

LEMONADE.

PURE TREBLE DISTILLED WATER ONLY is used in

the Manufacture of these Beverages and by those means A.P.O.

LUTE PURITY IS GUARANTEED.

SOLE AGENTS:

Caldbeck, Macgregor & Co.,

WINE & SPIRIT MERCHANTS.

14, QUEEN'S ROAD CENTRAL.

DRINK - - -

THE ONLY GENUINE

'TANSAN'

WHICH BEARS THE NAME OF

J. CLIFFORD-WILKINSON.

BEWARE OF SPURIOUS IMITATIONS

which are unpalatable and sometimes dangerous.

Per Case of 48 Pints	\$8.50
Per Dozen Pints	\$1.70
Per Case of 100 Splits	\$8.00
Per Dozen Splits	\$1.10

TANSAN
GINGER ALE.

Experts Testify That

TANSAN
MAKES THE MOST
WHOLESALE AND
PALATABLE

GINGER ALE

IN THE WORLD.

PER CASE 48 PINTS	\$7.75
PER DOZEN PINTS	1.95
PER CASE 50 SPLITS	5.25
PER DOZEN SPLITS	1.30

SAMPLES ON APPLICATION.

SOLE AGENTS:

H. PRICE & CO.,

Wine and Spirit Merchants.

12, QUEEN'S ROAD CENTRAL.

POWELL'S

Gentlemen's
Department

28, QUEEN'S ROAD.

SPECIAL VALUE

DRESS
SHIRTS

\$3.50 each; \$20.00 1/2 Doz.

Made in Londonderry, of
beautifully Soft Long-
cloth, with pure Irish
Linen Front and Cuffs.

PERFECT

FITTING

THE MOST COMFORTABLE
SHIRT PROCURABLE.

POWELL'S

(Opposite the Clock Tower)

QUEEN'S ROAD,

HONGKONG.

The SAVOY.

LIMITED.

SPRING

OPENING.

WEDNESDAY,
14th instant.MILLINERY.
FLOWERS ..

Sun Shades

Dress . . .

Materials, .

&c., &c., &c.

THE SAVOY, Ltd.,

Queen's Road
Central.

S. MOUTRIE & Co.,

LIMITED.

DURING THE PAST 11 YEARS HAVE
MANUFACTURED OVER

700 PIANOS

UNRIVALLED FOR EXCELLENCE
OF TONE AND DURABILITY.

PRICES:

\$240	\$340
\$375	\$420
\$460.	

All of our Pianos have solid Teak Cases,
complete Iron Frames and the best
actions procurable for this climate, with
under dampers. We have had 31
years experience in China, and therefore
know how to make

A GOOD PIANO.

S. MOUTRIE & Co., Ltd.,
YORK BUILDINGS, CHATER ROAD
Hongkong, March 1, 1906.

ESTABLISHED A.D. 1841.

A. S. WATSON
& Co., Ltd.

WINE & SPIRIT MERCHANTS.

SCOTCH WHISKY.

WATSON'S

Celebrated

E BLEND

VERY OLD LIQUEUR

SCOTCH - -

WHISKY.

A blend of the finest WHISKIES
distilled in SCOTLANDOF GREAT AGE,
MELLOW AND FINE
FLAVOUR.Pronounced by Connoisseurs to be the
BEST WHISKY in the FAR EAST.

Per Dozen \$16.50.

The following are also recom-
mended, and are unsurpassed in
quality and price:-

Per Doz.

A.—Thorne's Blend ...\$12.00

B.—Glenorchy, Mellow

Blend, a fine 'Soda

Whisky of great age 12.00

C.—Aberlour-Glenlivet 13.50

D.—H.K.D. Blend of

the Finest Old Malt

Scotch Whiskies ... 16.00

A. S. WATSON & CO.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS

T. E. P. SPYROPULOS,

9, Beaconsfield Arcade.

(OPPOSITE THEATRE ROYAL)

MEMOS. FOR TO-MORROW.

Auction.
2.30 p.m.—Auction of Household Furni-
ture, at No. 4, Seymour Road.Amusements.
9 p.m.—Performance at City Hall.
Miscellaneous.Goods per *Marionette* undelivered
after this date subject to rent.

General Memoranda.

THURSDAY, March 22:—
11.30 a.m.—Meeting of Green Island
Committee, Ltd., at Co.'s Office.
Noon.—Meeting of China-Borneo Co.,
Ltd., at Co.'s Office.Noon.—Auction of R. & L. Lumber from
ex *San Francisco*, at the Hongkong &
Kowloon Wharf & Godown Co.'s
Premises.MONDAY, March 26:—
2.30 p.m.—Meeting of His Majesty's
Justices of Peace at Magistrate's
Court. Goods per *Poon* not cleared at 4 p.m.
on this date subject to rent.TUESDAY, March 27:—
2.45 p.m.—Auction of Household Furni-
ture, at No. 3, Grange Villa, Grange
Road, Kowloon.
Goods per *Benluter*, undelivered after
this date subject to rent.Goods per *Armande* undelivered after
this date at Noon will be subject to
rent and landing charges.WEDNESDAY, March 28:—
3 p.m.—Auction of Leasehold Property,
at Mr Geo. P. Lammer's Sales Room.SATURDAY, March 31:—
Noon.—Meeting of Union Sugar Refining
Co., Ltd., at General Agent's Office.
Noon.—Meeting of Campbell, Moore &
Co., Ltd., at Co.'s Office.Transfer Books & Register of Members
of The National Bank of China, Ltd.,
close from this date to 14th April in
clusive.SATURDAY, March 7:—
8 p.m.—Annual Dinner of Devonian
Society, at Hongkong Hotel.SATURDAY, April 14:—
Noon.—Meeting of National Bank of
China, Ltd., at Co.'s Premises.

The China Mail.

HONGKONG, TUESDAY MARCH 20, 1906

THE FRENCH FLEET.

ACCORDING to arrangement the French fleet was to arrive at Hongkong to-day to pay the return visit rendered obligatory by the recent courtesy visit paid by Admiral Noel to Saigon. It is to be hoped that the welcome given to the French Admiral and his officers and men will be worthy of the port. Great Britain is happily at peace with the world, and she could receive without heartburning or embarrassment the fleet of any nation. But with two countries her relations are peculiarly friendly. With Japan she has contracted a formal alliance which involves, in certain contingencies, a combination of the two countries. With France no formal alliance has been made nor is it probable that any will be concluded for many years to come. But the intangible something which we attempt to define as an "understanding" has almost the force of an alliance. The understanding between France and Great Britain was never better than it is to-day. Visits between the fleets, municipal and other bodies, of the two countries have done a great deal in the direction of clearing away the misapprehensions which were inevitable when the people could only get into touch with each other through prejudiced channels of communication. As the years go by it is to be hoped that the nations will more and more appreciate the wisdom of sending their representatives to visit the possessions of other powers. It they do so they will discover, as the French and British have discovered, that the foreigner has more good points than were suspected and that his bad ones have been grossly overdrawn. Reverting to the visit of our French friends it is a particularly happy coincidence that, almost simultaneously, the training squadron of our Japanese ally arrives from Shanghai. Should the fleets be in harbour together a charming picture of international friendship will be presented in a framing that could hardly be surpassed in the world. Hongkong always has a welcome for the fleets of other powers but she may, not naturally, express the sentiment in a

particularly warm manner towards the two which will grace her harbour this week.

It is the tritest of truisms that a certain amount of uneasiness attaches to wearing a crown. "If only I were a king" sighs the man harassed with the little worries incidental to life. Perhaps, for all he knows to the contrary, he is better off as he is. One of the inconveniences incidental to belonging to the Royal caste is the great difficulty in securing privacy. Royal duties have invariably to be on the out-look for snap-shooters in ambush and at times the interest which the public takes in their movements becomes oppressive. Quite recently when King Edward was at a continental watering place he was almost driven to distraction by the curious crowd. They were perfectly friendly, indeed most cordial, but they obstructed the King in his walks and followed him in scores wherever he went. The click of photographic shutters maddened him whenever he sat down to rest and at last the annoyance became so unbearable that an appeal had to be made to the authorities. When Princess Ena was staying with her mother, the Princess Henry of Battenberg, in an hotel in the Rue de la Paix, Paris, she was so beset with tradespeople who wished to supply clothing and jewellery for her trousseau that she decided to leave Paris and reside at Versailles during the remainder of her stay in France. The royal ladies' footsteps were dogged, and their ante-room was mobbed by the agents of every large firm in Paris. There were at least fifteen milliners who had supplied the ex-Empress Eugenie; the tailor who had been "so successful" with the Duchess of Connaught; the outfitter who had made all the young Queen of Holland's lingerie, and scores of others.

There are but few places in the world where modern inventions have not penetrated. In the days of our boyhood the unsophisticated, savage used—in books of adventure—to be stricken with terrified astonishment when a war match was struck. Now, if he heard a phonograph churning out a music hall ditty he would probably look rather bored and intimate that he preferred Wagner. Fiji, however, was until quite recently in the happy condition of being able to experience a new thrill. An article in the January *Badminton Magazine*, making mention of the experiences of Mr and Mrs Gliddon during their motoring tour round the world, tells of the astonishment which their car caused to the Fijians. Mr and Mrs Gliddon visited Fiji on their way from the United States to New Zealand, Australia, and Java. "The king," says the writer, "had never seen a motor-car, except on paper. His first question to Mr Gliddon was, Will it go sixty miles an hour?" The people screamed themselves wild with joy over it, and named it 'The Father of all Devils,' 'The Boat of the Land,' and 'The God of Fire.' Every two or three days they seemed to be ready with a new name—never feeling quite satisfied with the last. They all wanted to ride in the car, and even offered as much as a shilling to pay for this privilege. The mystery of its motive-power appealed strongly to them. They would lie down and look underneath for a long time without moving, to see if they could find out what made it go. Whenever the car was stopped, immense crowds would gather round, and when it started would run after it until they were tired out, screaming the whole time. The Fijians were frankly attracted by the man who could manage such a strange animal, and they would stand round Mr Gliddon and look at him as if they had never seen a white man before. Some offered to buy his clothes—thinking, presumably, that there must be a marvellous power in them. One man asked him the price of a striped shirt he happened to be wearing. Mr Gliddon, thinking he meant the coat, turned to Mrs Gliddon with the query, 'How much?' When she replied, 'Oh, about six shillings,' the native shook his head, and taking four shillings carefully out of his mouth, tendered them. He was distressed for a long time after he was refused, and for about an hour stood round the car, every few minutes offering his four shillings."

The financial returns for the year 1905 are published in the last issue of the *Government Gazette*. The total receipts, including Land Sales, amounts to \$6,918,403.85, being \$280,207.15 less than estimated; expenditure totalled \$6,951,275.26, \$223,916.74 less than the estimates. The estimates anticipated an increase of \$23,419, but the results of the collections and payment for the year has not fulfilled expectations, for the expenditure exceeds the receipts by \$32,471.41. His Excellency the Governor, in his budget speech delivered on September 7, drew attention to this and anticipated that there would be a deficiency of \$78,760, but that, from the causes which he explained in full then, the year 1906 would be commenced with a credit balance of \$331,962. This latter, however, has been exceeded, for the balance at credit, not including Arrears of Revenue and Over-payment (amounting to \$330,711.15) stands at \$441,495.66. Therefore despite the excess of expenditure over revenue we are actually better off than we were at the commencement of the year.

For freaks in legislation one wants to go to the Commonwealth. The various States have passed many choice samples of legislative art, but New South Wales has got off the latest—an act prohibiting the sale of liquor in hotels on a Sunday to anyone who is not a resident. So arbitrary is the act that persons not residents are even summoned for having the audacity to enter an hotel for a meal, and as one paper puts it, the opening in the State is now for the genius who can patent a workable excuse that can be used by anyone found in an hotel during prohibited hours. Most of the stories so far invented have been of the flimsiest description, and those who innocently put faith in them left the court sadder, wiser, and poorer men. One man, a Sydney paper declares, pleaded that he had come at dead of night to deliver a letter to the landlord from somebody in New Zealand. How he got the message did not transpire, nor did the Court seem curious to know, as, without going into that question, it imposed a fine, which should teach him, under similar circumstances in the future, to restrain his postal impetuosity till daylight anyway. Another fellow tried to get off the yarn that he went there to help to lift the publican into bed; but the Court took no stock in Samaritanism of that kind either, and gave him the option of paying up or taking it out. The same fate befell the fatuous person who asked the Court to believe that he thought he saw smoke issuing from the bar, and went in to make sure that there was no fire there. He asked for a drink of water, and was given spirits by mistake, only finding it out when he thought that the lamp-post was trying to shove him down. The only feasible idea yet evolved is that of the man who explained that he went to the hotel on Sunday to court the landlady, who was a widow. This, the gallant Bench held to be a lawful excuse, and the case was chivalrously dismissed. There is an alliterative proverb which says that "love laughs at locksmiths," and it appears that inspectors under the Licensing Act are also subjects for its hilarity. Whether the plea of going there on Sunday to propose would avail married men seems doubtful. They, however, are at a disadvantage everywhere, and if the Licensing Act penalises matrimony, it is only doing what the rest of our legislation does in one way or another. But the thrifty bachelor seems to have found a legal way into the hotel, as the plea of being a pilgrim to the shrine of matrimony should hold good, even where she is not a widow, because the fellow who could show that he had dropped in to make the barmaid ought also to have an equally lawful excuse. And surely that young lady is still to be allowed the right of rejecting the first or second or third fellow who sues for her hand, and not marrying till she pleases. She cannot help it, if suitors will troop in by

dozens on Sunday to seek her hand, as they did to the maiden who dreamt she dwelt in marble halls, and the Act places her under no legal obligation to marry just for the sake of depriving them of that excuse.

LOCAL AND COAST NEWS.

From the 1st April local and inland letter postage in Siam will be doubled.

There were 271 European and 133 Chinese visitors to the City Hall Library, and 113 European and 3,892 Chinese visitors to the Museum during the week ended March 18th.

According to a Peking telegram to a native paper the Chinese Minister in Italy has written to Peking protesting against the proposal to give China constitutional Government.

The Bauhinia Opera Company returned to-day from Manila per s.s. "Zafiro" and are playing to-night the great Gaiety Theatre, London, success, "The Spring Chicken," as will be seen, on referring to their advertisement on the back page, where also their other engagements may be learnt.

Japanese Built Submarines.

Two submarine torpedo boats which have been under construction at the Kawasaki Dockyard, Japan, were recently launched and have undergone their trial trips with entire success. They will shortly take their place in the Navy.

The Late Wai Wo Bank.

The Wai Wo Bank of Hongkong, which went bankrupt during the financial crisis last year was a debtor to the International Bank to which, a Canton native paper says, it owes an immense sum of money. Through the representation of the American Consul the Nam Hoi Magistrate was ordered by the Viceroy to bring before the Court the partners of the Wai Wo Bank, who were natives of the Nam Hoi District. It is reported that after realising the properties of the parties concerned the indebtedness was reduced but was by no means wiped out. The partners Wong Lam and Li are still at large.

CHINA AND THE JAPAN FAMINE.

Thanks from the Mikado.

According to a telegram in a native paper the Emperor of Japan, has wired to Peking thanking the Emperor of China, on behalf of the Japanese in the famine stricken provinces, for the donation of \$109,000 recently forwarded from the Imperial Palace at Peking.

STEAMERS DELAYED BY FOG.

French Homeward Mail Late.

The fog in which the harbour was still enshrouded to day caused a great deal of inconvenience and delay to steamers, and many vessels were kept outside waiting for better weather before attempting the passage into the harbour.

Amongst these is believed to be the French Mail steamer, "Oceanien," which is about two days overdue from the North. No definite information is to hand regarding her but she is reported to have been tied up outside since yesterday afternoon. Several other steamers are believed to be similarly delayed amongst which are the "China," and the Manila steamer "Zafiro."

On making inquiries just before going to press we learned that the "China," "Zafiro," "Oceanien" and another steamer are safely at anchor at Waglan, waiting an opportunity to get in through the fog. The French mail steamer from Europe, as, "Armand Behic," arrived about fifteen minutes after having been delayed outside.

The French mail steamer "Oceanien" from the north arrived during the afternoon, after spending about 36 hours outside in the fog.

The "Zafiro" arrived about one-thirty p.m. from Manila. This vessel also has been lying off Waglan for some considerable time.

Railway construction is proceeding with much activity in Burma just now and one of the most important works of this kind now to hand is the Pegu-Marahan line whose terminus will be on the bank of the Salween river opposite to the north end of Moulmein. There is also talk of a railway from this latter place south to Yoh.

There is a great deal of beauty to be seen as they soon bring wrinkles to the face. Women who weep frequently lose their good looks very early. A smiling face and a cheerful, happy temper are the best preservatives of beauty known.

STEARNS' WINE OF COD LIVER OIL.

It is an honest remedy put out on honest principles. Those who know it best are loudest in its praise. A tonic and recon-structor rarely more delightful to take.

Tradesmen live, on an average, about two-thirds as long as farmers.

CHAMBERLAIN'S COUGH REMEDY.

AIDS ON NATURE'S PLAN.

The most successful medicines are those that aid nature. Chamberlain's Cough Remedy acts on this plan. Take it when you have a cold and it will allay the cough, relieve the lungs, aid expectation, open the secretions and aid nature in restoring the system to a healthy condition. Sold by all chemists and druggists.

BY TELEGRAPH.

ROYALTY IN AFRICA.

DUKE OF CONNAUGHT'S TOUR.

Arrival at the Great Lakes.

(Exclusive Service, supplied by Reuters, via Bombay).

LONDON, March 19.

The Duke of Connaught has safely reached Kisumu, on the shore of Lake Victoria Nyanza.

Upon arrival the party met with a cordial reception from the native tribes.

A troop of one hundred warriors, in war attire, were drawn up at the entrance to Kisumu in honour of the Duke and party.

CHINESE ON THE RAND.

CHAMBERLAIN AND CHURCHILL.

An Inconsistent Government.

(Exclusive Service, supplied by Reuters, via Bombay).

LONDON, March 19.

Mr. Joseph Chamberlain, in a letter to the Times, in reply to Mr. Winston Churchill, accuses the Government of inconsistency regarding the question of Chinese labour in the Transvaal.

Any attempt to veto the decision of the Transvaal Government in connection with the matter, would, wrote Mr. Chamberlain, be likely to lead to serious conflict.

THE RAJAH OF SARAWAK.

LONDON, March 18.

The Rajah of Sarawak has started for Sarawak.

THE STRIKE IN FRANCE.

Right to Strike Recognised.

LONDON, March 18.

M. Clémenceau has arrived at Lens and addressed the strikers. He said that he respected the right of strike, and would send no troops as long as the strikers remained orderly.

THE GERMAN EMPIRE.

The Census.

LONDON, March 18.

The census of the German Empire shows a population of 60,695,183.

THE MOROCCO CONFERENCE.

A Deadlock.

LONDON, March 18.

The conference at Algiers continues at a complete deadlock. The Swiss authorities are greatly annoyed at the Austro-German proposals to appoint a Swiss Inspector of police without consulting the Federation.

CHANGES IN THE FLEET.

Another batch of changes are to be made in the vessels composing the China Fleet within the next month.

The recently arrived cruiser "King Alfred" is now the flag ship of the station under Vice Admiral Moore, who has taken over the command of the station.

The "Donagel," "Kent" and "Montmouth" are also expected here to take the places of the cruisers which recently left for home. They are of the County class and are three funnelled, being of slightly less aggregate tonnage than the four vessels which they replace.

The torpedo repair vessel "Hecla," which came out with the River class of destroyers about a year ago, is also leaving the station. Owing to the destroyers having been replaced by the river gunboats here her services are no longer required.

The "Rambler" is reported to be about to go out of commission. H. M. S. "Diadem" will probably revisit Hongkong again shortly, and after a short stay here leave for England. Admiral Noel leaves the vessel in Japan and proceeds to England via America.

H. M. S. "Hogue" did not go home direct from Singapore, but via Bombay and the Persian Gulf. This is merely making an ordinary periodical visit to the Persian Gulf to show the flag, and not connected with any expectation of trouble.

STEARN'S HEADACHE CURE can be obtained from all dispensaries (quickly by post). Gives instant relief. Avoid imitations. Keep the Genuine.

LEGISLATIVE COUNCIL CHANGE.

Mr Edward Osborne succeeds Mr Stewart.

The public will be pleased to know that Mr Edward Osborne, Secretary of the Hongkong and Kowloon Wharf and Godown Company, succeeds the Hon. Mr. Gershom Stewart temporarily in the Legislative Council.

The Hon. Mr. Gershom Stewart goes away on leave shortly, and His Excellency Sir Matthew Nathan has asked Mr Osborne to succeed him in the Council until his return.

The public are to be congratulated upon having such an able man as Mr Osborne to succeed Mr Stewart, and they can rest assured that the considerable business acumen that he possesses will be utilised for the public good whilst he is in the Chamber.

CHINA UNITED SERVICE RIFLE ASSOCIATION.

Yesterday at Stonecutters Island the first prize meeting of this Association opened with the rifle championship series. The highest scores were—

Major W. Chilly, 119th Infantry...	31
Captain Kitson, R.W.K. ...	31
Captain J. D'Oyley, 119th Infantry...	30
Staff Sgt. F. Moore, R.E. ...	29
Lieut.-Col. Aiken 119th Infantry...	28

Captain J. D'Oyley ...	32
Staff Sgt. J. Bogg, A.S.C. ...	31
Lieut. Belgrave, R.W.K. ...	31
Spr. Widdowson, R.E. ...	30
Staff Sgt. G. Bush, R.E. ...	30

CHARGE AGAINST A CONSTABLE.

Police Disclosures.

The hearing was continued, at the Magistrate's, this afternoon, before Mr. A. Hazeland, of the charge of assault brought against Police Constable Taylor by J. Cree, foreman at Quarry Bay.

Mr P. W. Goldring prosecuted and Mr C. E. H. Beavis appeared for the defence. Mr Beavis in opening the defence said that Taylor, who had been in the force for about 12 months, was on duty at Ship Street on the night and morning in question, March 1 and 2. About 1.30 a.m. he found a crowd of soldiers and sailors at the corner of Ship Street (not an unusual sight) and saw the complainant (Cree) lying down in the middle of them on the roadway.

Defendant picked him up and asked him what was the matter and Cree replied, never mind, and told him to mind his own business. Constable Grant then came up and he and Constable Taylor (the defendant) placed Cree in a ricksha to send him home as he was drunk. The coolie took him to the police station and when Taylor and Grant returned, from duty they found Cree sitting in the charge room in a chair. Taylor asked him if he should wash his face for him as he was very dirty but Cree refused and left the station and afterwards brought the charge of assault. The evidence for the prosecution relied largely on the statement made by Constable Grant. He would bring witnesses forward to show that this was inaccurate and that Grant, who had said he did not see Cree after placing him in the ricksha, returned to the police station with Taylor and saw him there. He should also be able to prove that Constable Grant was intoxicated the night in question and that he was taken by defendant from one of the houses in Ship Street to the police station so that he should not be reported for being late. This evidence was not being brought forward to injure Grant but in justice to his client.

Constable Bynes deposed that on the morning of March 2 Constable Grant came into his room and spoke to him. He considered he was drunk at the time as he talked for about five minutes but witness could not understand what he was talking about. He, Grant, and Taylor were subsequently talking about things generally and it was mentioned that Cree was going to summons Taylor for assault. Grant then said that Taylor did not assault him. Witness remarked that Cree was a quarrelsome man and that Taylor need not be afraid of him. Grant then seemed annoyed and said "I tell you Taylor did not assault him."

Chinese Constable Lo Fat also deposed that he saw Constable Grant on the morning in question and that he was a little drunk.

Chan Look, a woman living at No. 2, Ship Street, said that on the morning in question Constable Grant came to her house and went upstairs to lie down on a bed. He appeared to be drunk and went to sleep, remaining there until defendant came and woke him up.

His Worship said he would consider the evidence and give his decision on Saturday next.

PINEAPPLES are sometimes so plentiful in Natal that they are not worth carting to market, and consequently are used as food for pigs.

THE French angler uses with much success a tiny mirror attached to the line near the baited hook. The idea is that the fish, seeing itself reflected, mistakes it for a snail and takes it.

MANY a person's life is rendered miserable by distressing weakness that can be quickly cured by the use of a good blood builder and tonic—such as Stearn's Wine of Cod Liver Oil. This remarkable remedy produces wonderful results.

THE FRENCH FLEET.

Some Particulars of the Squadron.

The French Fleet left Hongkong on the 14th instant for Hongkong on a return visit to that which was recently paid by the vessels of the British Far Eastern Squadron to Saigon.

The Fleet consists of all the first division of the French Far Eastern Squadron with the exception of the armoured cruiser "Dupetit-Thouars."

The fleet is under the command of Rear Admiral Richard, Commander in Chief, and consists of the Flagship "Montcalm" (Capt. Martel), the protected cruiser "Guédon" (Capt. Ridoux), flagship of Rear Admiral Boissac, (Second in Command), and the destroyers "Javeline," "Pistolet," "Francisque," "Fronde," "Rapier" and "Sabre."

The Admiral's staff consists of Rear Admiral Kjoel, Chief of Staff, Commander German, 1st A. D. C., First Lieut. Genon, A. D. C., First Lieut. T. de Beauvergne, Second Lieut. Robert, Sub. Lieut. Adam and Sub. Lieut. Gully de Sully.

The fleet was due to arrive here this morning but has probably been delayed in entering the harbour by the fog which has prevented so many of the local merchant vessels from entering.

So far, owing to the uncertainty of arrival and of the length of stay that the vessels will make in port, nothing definite has been decided regarding the arrangements that are being made to return the splendid hospitality that was accorded the officers and men of our vessels when they were in French waters.

The Fleet will probably make a stay here of about a week's duration.

As the Japanese fleet is also expected in the harbour within a day or two the Admiralty arranged a programme of entertainment to both the French and Japanese Fleets. Yesterday a meeting was held on board the "King Alfred" when the following programme was drawn up to be settled either to-day or to-morrow—

Tuesday, 20th. French Fleet arrives. Exchange of calls if arriving in time. Naval Commander in Chief dines with German Admiral.

Wednesday, 21st. Commander-in-Chief dines with General. Destroyers dine with destroyers. "King Alfred" dines "Montcalm." "Alacrité" dines "Guédon."

Thursday, 22nd. Japanese Fleet arrives. Exchange calls, 4 p.m. "Fusée Blanche" gives an At-Home. Commander-in-Chief dines German Admiral on board "King Alfred."

Friday, 23rd. At Home at Government House. Japanese Admiral dines with Commander in Chief. Japanese dine on board "King Alfred."

Saturday, 24th. French Admiral dines with Commander-in-Chief. Japanese Admiral dines at Government House. Gymkhana (suggested).

Monday, 26th. Afternoon reception. Officers attend sports at Kowloon.

Tuesday, 27th. Japanese Fleet sails. The "Montcalm" is an armoured cruiser of 9367 tons displacement, having been known to Hongkong residents, having been within our waters on many occasions. She is 452 feet long; 63 ft. beam and 24 ft. draught, and has an indicated horse power of 19,000. Her armour consists of a belt of 6 inches harveyised steel, two inches on deck, 3½ inches above the belt, 6 inches on the bulk head and six inches at the secondary gun positions, three inches at the secondary gun. Her armament is as follows—two 7.6 inch; eight 6.4 inch; four 3.9 inch; sixteen 1.8 inch; six 1.4 inch guns. She has five torpedo tubes, two being submerged.

The "Montcalm" was built at La Seyne in 1902 at a cost of £902,809. Her speed is 21 knots, and she carries a complement of 612 men.

The "Guédon" is a similar vessel, being slightly larger than the "Montcalm," but otherwise the difference is but small.

The six destroyers are practically sister ships, though there are slight differences in each. The "Francisque" and the "Sabre" are two of France's latest destroyers. Their dimensions are—Length 155 ft.; beam 20 ft. 11 in.; draught 10 ft. 3 in. They are of 305 tons displacement, with an indicated horse-power of 6300 and a speed of 28 knots. They are armed with one 9-pounder and six 3-pounders and two torpedo tubes.

ALLEGED BOGUS HOSPITAL.

Another Collector Arrested.

The police have placed another man under arrest on a charge of collecting money for a bogus hospital. In this case the man appears to have been going round the city collecting money from Europeans and Chinese firms for a hospital styled the Yum N'goi, which he said existed at No. 44 Battery Street. His book showed that in three months he had obtained upwards of £150, in sums of from one to five dollars, so that the collections brought in an income of a little more than \$50 per month.

The police visited the place and found that the defendant lived there and that in addition to the space that he occupied there was only one bed, which appeared to be occupied by two women, members of his household.

He was consequently placed under arrest on a charge of obtaining the sum of \$5 in February and \$5 on a later date from Mr H. W. Slade by means of false pretences. The case was remanded.

WOUNDS, BRUISES AND BURNS.

By applying an antiseptic dressing to wounds, bruises and like injuries before inflammation sets in, they may be healed without maturation and in about one-third the time required by the usual treatment. Chamberlain's Pain Balm is an antiseptic and when applied to such injuries, causes them to heal very quickly. It also allays the pain and soreness and prevents any danger of blood poisoning. For sale by all chemists and storekeepers.

JAPAN AS A COLONISER.

DEVELOPMENT OF FORMOSA.

Steady Advance in Prosperity.

Japan is on her trial as a coloniser on a large scale. Corea and Manchuria will now relieve the pressure of population which in itself would have shortly rendered war or the seizure of a sphere of influence in China proper inevitable. The former has already passed under the suzerainty of Japan, and a large portion of Manchuria, though the provinces may nominally remain an integral portion of the Middle Kingdom will actually be dominated by Japanese influence. Notwithstanding the war and the constant demand for fresh troops, nearly 100,000 Japanese subjects swarmed into Corea in 1905. Communications and transport have been vigorously improved and extended by Japanese companies, a Japanese bank conducts the financial operations of the Government and Japan subscribed the whole of the loans recently offered by Corea. In Manchuria Yinkow, or Nuchwang set is more generally but erroneously called, although ostensibly a treaty port has been, in effect, a Japanese town since the evacuation by the Russians. The trade of the port is passing rapidly into Japanese hands and the Japanese civil element has increased manifold during the past few months. At Liao-yang, where yesterday the Russian trader sold to the guileless Manchurian, speakable champagne and vicious vodka, to-day the urbane Japanese merchant retails innocuous beer and seductive sake. And so it goes at Dairen, Haicheng, Tachikiao, Moukden and all the other centres which have passed into Japan's possession. But this it may be claimed was war-sustained colonisation and the question may fairly be asked how will the nation shape as a coloniser now the colonists are confronted by the normal conditions and problems of peace.

FORMOSA A CRITICISM.

Racing devotees have a robust belief in "form." They maintain that the prospects of the future can be gauged by a study of the performance of the past, and in the majority of cases they are justified by the progress of events. If we direct our attention to the progress Formosa has made since its cession by China we will have something upon which to base our expectations in regard to Corea and Manchuria. Hasty critics regard to Corea and Manchuria. Hasty critics, however, on what grounds? I am unaware, declared the colonisation of Formosa to have been a costly and unsatisfactory experiment. Formosa has been in the possession of Japan since 1895. Surely it is rather soon for depreciatory dogmatism even if the results showed that the exploitation of the territory had necessitated an outlay quite out of proportion with the resulting advantages. But they show nothing of the kind. The colonisation of Formosa has not been costly, neither has it been unprofitable notwithstanding the expensive campaign against the warlike islanders. The entire extra amount added to the national debt of Japan by the development of Formosa has been, in the English equivalent, £2,700,000. The Home Government also allots out of general revenue a small subsidy to cover the cost of administration. This grant-in-aid amounted in the year 1900-1 to £250,000, but in 1904-5 it was only £480,000. During the same period there has been a steady increase of receipts from public undertakings and state property and taxation. Those who consider that the return from the exploitation of Formosa as a virgin country should be as speedy as that from a mining speculation would be disappointed at such slow progress, but they should bear in mind that in all industrial enterprises considerable capital has to be sunk and calls have to be paid before dividends can be expected. Formosa is rapidly approaching the dividend paying stage.

TESTIMONY OF STATISTICS.

There is inherent with most of us an abhorrence of figures, those awe inspiring arrays of numerals and cyphers which fiscal dispartants particularise at each other with deadly intent. But in order to demonstrate the steady advance of Formosa under Japanese colonial administration it is necessary to scrutinise the statistics. Perhaps nothing shows better how a country is progressing than the figures relating to the railways. It has to be borne in mind that Formosa, from an engineering point of view is anything but what is popularly known as an "easy" country. Its physical characteristics are rugged in the extreme and the work of construction consequently costly and slow. It must be remembered also that in Japan proper the Government is rapidly extending the State railway system and their energies have been so engrossed by home necessities that Formosa has been to some degree neglected. Even so the mileage which in 1897-98 amounted to 60 miles has been increased to 154 miles; the number of passengers carried shows an increase of 730,000, while the freight carried, which amounted in 1897-98 to a paltry 25,000 tons in 1902-03, the latest year the returns of which are immediately available, increased to 334,000. For the same periods the gross receipts from all sources were 1897-98, £23,000; 1902-03, £72,000. If the disaffected critics who inferentially condemn Japan's colonial policy had shares in a railway corporation which was improving its position at this rate I hardly think that they would heap obloquy upon the directorate. Since the territory was taken over there has been a marked increase in the trade with Japan proper. No certified figures would seem to be available before 1898 but in that year the trade returns show that the exports were valued at £321,600 and the imports at £450,000. In 1903 the imports were worth £1,000,000, and the exports £1,100,000. This would seem to indicate that the Japanese export merchants are opening up a profitable and expanding trade and that Japanese ocean going ship-

ping is reaping a consequential advantage. It is significant that during the period under consideration there was a very slight increase in the imports from foreign countries.

HOW DEVELOPMENT WAS DELAYED.

Sufficient statistics have been quoted to show that depreciatory generalisation in regard to the development of Japan's first colony is hardly justified by the known facts. But it must not be forgotten that there have been numerous elements making for delay in that development. The first and perhaps the most considerable was the inevitableness of war. Baron Kodama, army styled the brain of the Japanese empire, a military man first last, and all the time, was the first Governor of the possession. He concentrated his attention almost entirely upon its possibilities as a military outpost and even after his temporary retirement the Government with its immediate objective had little inclination to devote much money to its commercial exploitation. The prospective war has been a continual obstacle to its prosperity and the wonder is not that the island should have progressed so slowly but that it should have advanced at all. The savage resistance offered by the Formosans to their new rulers must be taken into account. The Formosans, though low in the scale of intelligence, are essentially a military race, and for hundreds of years they had successfully resisted all the expeditions which had been sent against them by their Chinese rulers and the Dutch. So impenetrable the forests on the eastern slope of the water-shed that even to-day there are a few scattered tribes who have not been brought into complete subjugation. What attention the Japanese Government had been able to devote to colonisation was confined almost entirely to Hokkaido and which still but sparsely populated and which offers a magnificent field for exploitation, despite its rigorous winter. With all these disadvantages Formosa has forged gradually ahead and it is safe to assume that provided the peace of the East is placed on an enduring basis it will in a very short time be able to take over the debt incurred on its behalf by the central Government. The next few years will demonstrate the fallacy of the contention that the Japanese are dissatisfied with their acquisition and concerned at its costliness, and Manchuria and Corea will probably show that colonising on a big scale is not beyond the genius of our allies.

F. L. P.

CANTON-HANKOW RAILWAY.

Another Breach.

(From Our Correspondent.)

CANTON, March 19.

Not many days ago the Viceroy sent a despatch to the Chamber of Commerce at Canton in which he expressed satisfaction at the way in which the people of the whole province came forward in the matter of the Canton-Hankow railway, and assured the people that he would give every support to the undertaking. This despatch was put before the meeting, held on the 16th inst., and it was proposed by certain members to reply to the Viceroy, giving him all particulars relating to the subscription of capital in order that he might be in a position to give his co-operation in the event of representations being made to him by the Board of Commerce.

This proposition was agreed to with two dissentients, who so strongly insisted upon having nothing whatever to do with the authorities that both parties nearly came to blows, and rupture was imminent, when it was agreed to again put the matter before shareholders at the next meeting.

One hundred thousand shares in the railway have been applied for and allotted to the Hongkong representatives of the Company by Canton merchants in Hongkong. Up to the 18th inst. \$30,000 had been collected on the first call of \$1 per share.

The money is deposited at the Hongkong and Shanghai Bank in the names of the various attorneys, pending registration of the Company.

WEATHER REPORT.

The following notice is issued by Mr Figg of the Hongkong Observatory:—

On the 20th at 12.15 p.m. The barometer has fallen over NE. Japan and the E. coast of China, and rain elsewhere. Pressure is highest over the Pacific to the E. of the Loochoos, and low areas are lying to the N. of Japan and over the E. coast of China.

Gradients continue slight in the South, and light or moderate SE. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea; accompanied by fog at a. m. the coast.

Forecast:—S. winds, light or moderate, foggy, showery.

Russia has eighty-six general holidays throughout the year.

The deepest fog in Great Britain is to be found at Truro, in Cardiganshire, where the fog is from 20 to 25 feet in thickness.

RHEUMATISM CAN BE CURED.

THERE is no disease which inflicts more torture than rheumatism, and there is probably no disease for which such a varied and useless lot of remedies have been suggested. To say that it can be cured is therefore a bold statement to make, but Chamberlain's Pain Balm, which enjoys an extensive sale in this country, has met with success in the treatment of this disease wherever it has been tried. One or two applications of this liniment will relieve the pain and hundreds of sufferers from this disease testify to permanent cures by its use. For sale by all chemists and storekeepers.

DUPING BOYCOTTERS.

Changing Flour Bags.

Five Chinese, three men and two women, were charged before Mr F. A. Hazeland, at the Magistrate's this morning, with having applied a false trade mark in connection with some American flour. Inspector Collett brought the prosecution, which appears to be the outcome of an effort to sell American flour to buyers who were inclined to boycott it.

The bags in which the flour was packed bore the letters U. S. A., which shut it out of the market, but although those into which it was being transferred were also American they did not bear such distinct evidence of the fact. The case was remanded until the 28th instant.

THE RUSSIAN TORPEDO.

How it was Opened.

[FOR THE CHINA MAIL.]

During 1854 I was employed at H. M. Dockyard at Devonport as an artificer. There was a Mechanic's Club there to which I belonged, and one night there was a discussion about a Russian torpedo—as they called it at the time, an "infernal machine"—that had recently been picked up by one of H. M. vessels in the Baltic and brought home. It was said to be a long cylinder supposed to be filled with gun cotton or some such explosive. No fuse was discovered attached to it—and it was generally supposed that inside was a glass tube filled with sulphuric acid—which tube being broken by concussion touched off the chemical composition inside and so exploded the torpedo.

Several members gave their ideas about this construction, and the general opinion was that such a horrible way of destroying a vessel, was not ship-shape and should not be allowed in war. I mixed thought at the time that I should be liked up with torpedoes or explosives of any sort, more especially this one in particular, as I was not a fighting man, but a plain mechanical engineer of the un-heroic type.

Some few days after our Club meeting I was working one afternoon in one of the machine shops when our foreman came up to me and said:—"Mr C. . . . go and get a basket of tools and prepare to come with me." I asked what I was wanted for, and he replied:—"You never mind, get a few cutting chisels and a hammer, you are going to open an iron tank." So away I went and in a few minutes the foreman and I went down to a map-of-war's gig that was lying at the Dockyard steps and were taken off to the flagship "Royal Adelaide." There were a lot of men-of-war boats alongside and a collection of the captains and officers of the various ships at Plymouth at the time, besides the general commanding the troops and a lot of Royal Engineers and some Artillery officers.

After a bit I saw most of these officers get into their boats and go alongside a large dockyard lighter that was lying moored about 300 yards off the flag-ship. Then the foreman turned up and told me to come and get into a gig, which pulled alongside of the lighter where all the officers were. Even then it never dawned on me what I was wanted for. The foreman led me up to a white haired old gentleman in an admiral's uniform and said, "Sir, this is the young man that has been selected to open it. I then noticed a long black iron cylinder lying on top of a bench. My knees knocked together. It was the horrid infernal machine that had been discussed in the Club.

The Admiral, in the most cheerful manner, said, "Ah, so you have volunteered to open this 'Very good of you! We are anxious to see its internal economy."

I thought with a groan, "Yes, and my internal economy, also!" I dared not say that I had never been consulted in the matter. The eyes of the officers were upon me, and then it suddenly occurred to me. Well, there can't be any actual danger when all these officers, covered with gold-lace, are standing so close to it. So I modestly bowed my head, although I could scarcely speak, I was in such a funk.

I took off my coat and began selecting a chisel. As I walked towards the bench the Admiral said out "Boat there! come alongside," and he got in and pulled clear of the lighter and then the General said the same and also pulled away.

I turned up my sleeves, and, keeping the edge of the chisel well in the palm of my hand, I gave the head a sharp tap with the hammer, holding the chisel near the torpedo at the same time. It was like magic. In two minutes not a soul remained on board the lighter but myself, and the awful torpedo.

All the boats were lying off on their oars about 200 yards away. I stood irresolute, quaking in every limb. Should I blow myself into a thousand atoms, or throw my hammer down and refuse to open the cylinder? And yet I felt ashamed to publicly proclaim myself afraid before such a company. After a few minutes of heroic suspense it was now getting dark and as I was standing hammer and chisel in hand shaking from head to foot—a sudden and fearful explosion occurred!

I knew no more till I came up to the surface of the water—the hammer and chisel had gone, and, to my intense surprise, there still was the lighter—and the officers' boats. And all the officers and men were splashing their sides with laughter.

It was the evening gun from the "Royal Adelaide," the guardship close by, that had been fired. I absolutely refused to go on board the lighter again.

T. E. C.

TO SUFFERING HUMANITY.

ARE you troubled with sciatica, lame back or rheumatism? Give Chamberlain's Pain Balm a trial and you will be delighted with the result. One application gives some relief from pain. For sale by all chemists and storekeepers.

MATTRESS FEMININE.

A lady living in Kent, a successful exhibitor at dog shows, keeps several tame wolves as pets.

Black velvet coats trimmed with fur will come in with the cold weather, other velvet coats being garnished with braid or embroidery.

During recent years numbers of young Chinese women have been sent to be educated in Japan, becoming teachers on returning to their native land.

Kilted jerseys have been popular during the past two seasons, and it is believed that the demand for them will much increase during the coming winter.

At a church in Melbourne, Australia, having a Scotsman for minister, the ladies of the choir are dressed in old Scottish costume, and sing the hymns and psalms to a bagpipe accompaniment.

When having, say, a complexion lotion made up that includes in it any out-of-the-way ingredients, it is not unwise to inquire of the chemist whether it contains anything that can possibly prove harmful.

It has been estimated that Miss Alice Roosevelt, during the space of fifteen months, attended 408 dinners, 300 dancing parties, 365 balls, 680 afternoon teas, and made 1,700 calls. Besides this she has shaken hands with at least 23,000 persons.

WHOOPIING COUGH.

THE quick relief afforded by Chamberlain's Cough Remedy in case of whooping cough, makes it a favorite with the mothers of small children. This remedy liquefies the tough mucus, making it a star to expectorate, keeps the cough loose and counteracts any tendency toward pneumonia. For sale by all chemists and storekeepers.

THERE IS BUT ONE

SPEEDICUT

High Speed Tool Steel, and that is

FIRTH'S SPEEDICUT

SOLE MAKERS,

Thos. Firth & Sons,

LIMITED,

Norfolk Works, Sheffield.

Hongkong, January 6, 1904.

ROBINSON PIANO COMPANY, LTD.

THE APOL

Shipping.

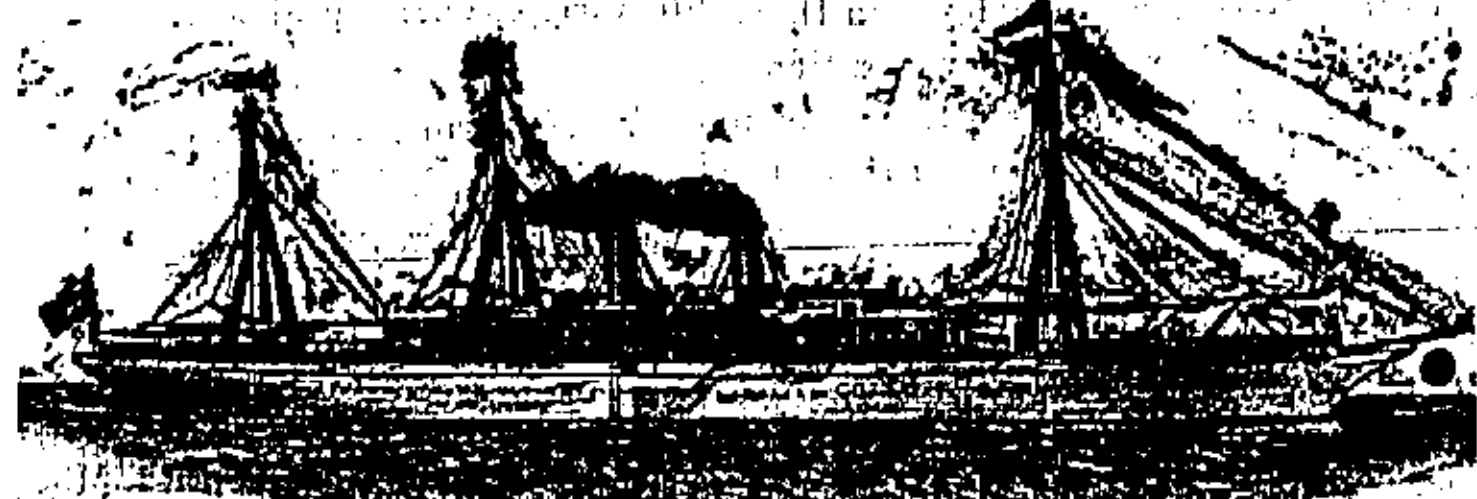
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

FROM	STEAMERS	TO SAIL ON	REMARKS
YOKOHAMA, via SHANGHAI, POONA, 7028 tons.	CHANDLER	About 20th March.	Freight only.
MOJI AND KOBE	O.R. LONDON, R.M.S.	March.	Freight and Passage.
SHANGHAI	ARADIA, 6603 tons.	About 23rd March.	Freight and Passage.
LONDON, &c.	BELTA, 8058 tons.	March.	See Special Advertisement.
LONDON & ANTWERP, via Suez, Pango, Port Said & Marseilles	FORMOSA, 4045 tons.	About 28th March.	Freight and Passage.

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 12 Days across the Pacific to the 'EMPERESS LINE' SAVING 3 to 7 Days Ocean Travel. 12 DAYS YOKOHAMA TO VANCOUVER.

PROPOSED SAILINGS.	LEAVE HONGKONG	ARRIVE VANCOUVER.
R.M.S. EMPRESS OF CHINA, 6000 Tons	WEDNESDAY, Mar. 28.	April 18.
ATHENIAN, 3883 Tons	WEDNESDAY, April 11.	May 5.
EMPERESS OF INDIA, 6000 Tons	WEDNESDAY, April 18.	May 8.
MONTEAGLE, 3600 Tons	WEDNESDAY, May 2.	May 26.
EMPERESS OF JAPAN, 6000 Tons	WEDNESDAY, May 9.	May 29.
R.M.S. TANTAR, 4425 Tons	WEDNESDAY, May 23.	June 16.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PACIFIC OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

1st Class, via St. Lawrence 260, via New York 262. Intermediate on Steamers, " £40. " and 1st Class Rail, " £42. R.M.S. MONTEAGLE, TANTAR and ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

CONNER PRINCE STREET and PRINCE, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	HANGSANG	WEDNESDAY, Mar. 21, at 4 P.M.
SINGAPORE, PENANG, SUISENG, AND CALCUTTA	SUISENG	THURSDAY, Mar. 22, at 3 P.M.
MANILA	LOONGSANG	FRIDAY, Mar. 23, at 4 P.M.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

THE Co's s.s.	FOR	LEAVING
MAIDURU MARU, Capt. H. Ohta.	ANPING, VIA SWATOW, AND AMOY.	WEDNESDAY, 21st March, a.m.
DALIN MARU, Capt. H. Ohta.	TAMSAI, VIA SWATOW, AND AMOY.	SUNDAY, Mar. 25, 10 a.m.
ANPING MARU, Capt. Shimizu.	SHANGHAI, VIA SWATOW, AMOY AND FOOHOOW.	THURSDAY, Mar. 29, a.m.
DAIGI MARU, Capt. G. Takan.	TAMSAI, VIA SWATOW, AND AMOY.	SUNDAY, April 1, 10 a.m.
SHOSU MARU, Capt. Shimizu.	SHANGHAI, VIA SWATOW, AMOY AND FOOHOOW.	April 1, 10 a.m.

These Steamers have excellent Accommodation for First-class Passengers, and are fitted throughout with Electric Light. Unvalued Table.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage and further information, apply, at the Co's local Branch Office, at No. 6, Des Voeux Road Central.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.O. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
LYRA	4417	G. V. Williams	About April 4.
SHAMMUT	9006	E. V. Roberts	About April 29.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shammut and Lyra are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

Doddwell & Co., Limited, GENERAL AGENTS.

QUEEN'S BUILDINGS, HONGKONG, March 16, 1906.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVAN, AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	MAELAK	20th March.
GLASGOW AND LIVERPOOL	ANCHER	24th "
GLASGOW AND LIVERPOOL	KISTUK	28th "
GLASGOW AND LIVERPOOL	BELLSHOPH	4th April.
GLASGOW AND LIVERPOOL	CALEHAS	11th "
GLASGOW AND LIVERPOOL	MOYUNE	14th "
GLASGOW AND LIVERPOOL	TEUCER	18th "
GLASGOW AND LIVERPOOL	DIAPYRE	21st "
GLASGOW AND LIVERPOOL	HICORH	21st "
GLASGOW AND LIVERPOOL	JASON	28th "

HOMWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	TELMACHUS	27th March.
AMSTERDAM, LONDON & ANTWERP	DIONE	10th April.
GENOA, MARSEILLES & LIVERPOOL	KISTUK	20th "
AMSTERDAM, LONDON & ANTWERP	TELMACHUS	20th "
AMSTERDAM, LONDON & ANTWERP	BELLSHOPH	8th May.
GENOA, MARSEILLES & LIVERPOOL	HICORH	20th "
AMSTERDAM, LONDON & ANTWERP	CALEHAS	22nd "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all TEUCER	TEUCER	18th April.
PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	TEUCER	18th May.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA	TELMACHUS	25th March.
PACIFIC COAST	TELMACHUS	25th April.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	SHANGHAI	23rd March.
MANILA	MANILA	27th March.
MANILA, ZAMBAANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGHAI	27th March.
CEBU & ILOILO	KAIFONG	31st March.
KOBE	CHINOTU	2nd April.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unvalued Table. A daily qualified Surgeon is carried.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and Stewardesses carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	2540	R. Rodger	Manila, via Amoy.	23rd March, at 10 o'clock a.m.
RUBI	2540	R. Almond	Manila	31st March, at 12 o'clock noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

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Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO.

TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU. TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	STEAMERS	TO SAIL
CHINA	CHINA	24th Mar., at Noon.
* NIPPON MARU	NIPPON MARU	24th Mar., at Noon.
* DORIO	DORIO	10th April, at Noon.
* MANCHURIA	MANCHURIA	17th April, at Noon.
* HONGKONG MARU	HONGKONG MARU	24th April, at Noon.
* KOREA	KOREA	1st May, at Noon.
* COPIA	COPIA	11th May, at Noon.
* SIBERIA	SIBERIA	18th May, at Noon.
* AMERICA MARU	AMERICA MARU	25th May, at Noon.
* MONGOLIA	MONGOLIA	1st June, at Noon.

RECORD FAST TRIPS.

Yokohama to San Francisco, via KOREA, 18,000 tons. September 16-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via SIBERIA, 18,000 tons. August 18th-20th, 1905; 4 days, 12 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 13 days, 13 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905; 10 days, 10 hours and 29 minutes.

THE P. M. Steamship CHINA, will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 24th March, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railroad, to Eastern, Central, and Western, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR

PORTLAND, OREGON, OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captain	To SAIL ON
NICOMEDIA	4370	WAGELANN	Mar. 24, at Noon.
NUMANTIA	4370	FELDTMANN	April 8, at Daylight.
ARABIA	4463	METTERMANN	May 1, at Daylight.
ARAGONIA	5198	REIFF	June 6, at Daylight.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

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BUTTERFIELD & SWIRE, AGENTS.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND AMOY.

THE Company's Steamship

HAIMUN, Captain A. J. Rosser, will be despatched for the above Ports on WEDNESDAY, the 21st inst., at 10 a.m.

For Freight or Passage, apply to

DOUGLAS, LAIPRAK & Co., General Managers.

Hongkong, March 19, 1906.

For Freight or Passage, apply to

DOUGLAS, LAIPRAK & Co., General Managers.

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Hongkong, March 19, 1906.

For Freight or Passage, apply to

DOUGLAS, LAIPRAK & Co., General Managers.

Hongkong, March 19, 1906.

Vessels Advertised as Loading.

Kalkong (a)	Butterfield & Swire	March 31.
L'pool. (Kintuck) (a)	Butterfield & Swire	April 20.
.. .. Saxonia (a)	Hamburg-Am'ka Linie	March 24.
.. .. Silesia (a)	Hamburg-Am'ka Linie	March 31.
H'burg. Scandia (a)	Hamburg-Am'ka Linie	April 13.
.. .. Tijmabi (a)	Java-China-Japan Lijn	1st half of April.
.. .. Tjilatjap (a)	Java-China-Japan Lijn	2nd half of March.
.. .. Tjillwong (a)	Java-China-Japan Lijn	2nd half of April.

A Very	Bing (g)	Butterfield & Swire.	April 2.
A Very	Deleah (e)	Butterfield & Swire.	April 27.
A Very	Diomed (e)	Butterfield & Swire.	April 10.
	Teenal (e)	Butterfield & Swire.	April 24.
	Delta (e)	P. & O. S. N. Co.	Mar. 22, at Noon.
	Delta (e)	P. & O. S. N. Co.	Mar. 29, at Noon.
	Benovol (e)	Gibb, Livingston & Co.	About Mar. 21.
Warp	Den of Mains (e)	Nippon Yusen Kaisha.	April 8, Daylight.
	Bingo Mann (e)	Nippon Yusen Kaisha.	April 16, Daylight.
	Prize Waldemar (e)	Melchers.	About April 3.
	Salago (e)	Nippon Yusen Kaisha.	April 10, at 1 p.m.
In Ports	Obangahs (e)	Butterfield & Swire.	March 27.
	Zafro (e)	Shewan, Tomes & Co.	Mar. 23, at 10 a.m.

Rubi (s)	Shewan, Tomes & Co.	Mar. 21, at Noon.
Team (s)	Butterfield & Swire.	March 27.
Ports. Australian (s)	Gibb, Livingston & Co.	Mar. 21, at Noon.
Loongang (s)	Jardine, Matheson & Co.	Mar. 23, at 4 p.m.
Den of Kelly (s)	Dodwell & Co. Limited	About April 5.
Den of Kelly (s)	Dodwell & Co. Limited	About April 17.
Dakotah (s)	Shewan, Tomes & Co.	About April 25.
Japan China (s)	Pacific Mail S.S. Co.	Mar. 24, at Noon.

Japan	Nippon Maru (s)	Toyo Kisen Kaisha	April 3, at Noon
Japan	Doric (s)	O. & O. S. S. Co.	April 10, at Noon
Japan	Manchuria (s)	Pacific Mail S. S. Co.	April 17, at Noon
Japan	Hongkong Maru (s)	Toyo Kisen Kaisha	April 24, at Noon
Japan	Dakota (s)	Nippon Yusen Kaisha	About April 23
Yamam	Armand Behlo (s)	Messageries Maritimes	Mar. 21, at 6 p. m.
Perals (s)		Sander, Welter & Co.	April 2, p.m.

hangha	Wingang (a)	Jardine, Matheson & Co	Mar. 20, Daylight
	Hungsang (a)	Jardine, Matheson & Co	Mar. 22, at 4 p.m.
	Yuehsang (a)	Butterfield & Swire	March 24
	Lyoomching (a)	Siemssen & Co	Mar. 23, at 3 p.m.
	Aradia (a)	P. & O. S. N. Co.	About Mar. 23.
	Gregory Apar (a)	D. Sassoon & Co, Ltd	Mar. 24, at 3 p.m.
	Suising (a)	Jardine, Matheson & Co	Mar. 22, at 3 p.m.
	Teising (a)	Jardine, Matheson & Co	Mar. 22, at 3 p.m.

and, Or.....	Nicomedia (e).....	Portland & A. S. Co.	Mar. 24, at Noon.
and, Or.....	Numania (e).....	Portland & A. S. Co.	April 3, Daylight.
Anapling.....	Maidauru Maru (e).....	Osaka Shosen Kaisha.	Mar. 21, at a.m.
Tamsu.....	Dajin Maru (e).....	Osaka Shosen Kaisha.	Mar. 25, at 10 a.m.
oochoo.....	Anapling Maru (e).....	Osaka Shosen Kaisha.	Mar. 29, a.m.
Tamsu.....	Dai Maru (e).....	Osaka Shosen Kaisha.	April 1, at 10 a.m.
noy.....	Halmu (e).....	Douglas Lapaik & Co.	Mar. 21, at 10 a.m.

O.	Shantung (a).....	Butterfield & Swire	March 20.
Seattle.	Shantung Maru (a).....	Nippon Yusen Kaisha.....	Apr. 3, at 4 p.m.
Tacoma.	Lyra (a).....	Dodwell & Co. Limited.....	About Apr. 4.
Tacoma.	Shawmut (a).....	Dodwell & Co. Limited.....	About Apr. 28.
U.), &c.	Empress of China (a).....	Canadian P'fic R. Co.....	March 23.
C.), &c.	Athenian (a).....	Canadian P'fic R. Co.....	Apr. 11.
C.), &c.	Empress of India (a).....	Canadian P'fic R. Co.....	Apr. 18.

SHARE LIST.—QUOTATIONS				
March 20, 1906.				
Stocks.	No. of Shares.	Value.	Paid	Closing Quotation.

Bank.	Shares.	Amount.	Up.	Out.
BANKS.				
Shanghai Bank Corp.	80,000	\$ 125	all	\$865
of China, Limited...	89,925	2 7	2 5	London, £89
				\$40, sales & buyers
INSURANCES.				
Over-Sea...	10,000	\$ 250	50	250

Insurance Co., Ltd.	20,000	200	50	\$500, sales & sellers
Insurance Co., Ltd.	24,000	85.33	25	\$98, sellers
Insurance Co., Ltd.	10,000	15	5	Tia. 92, sales
Life Society, Ltd.	10,000	250	100	\$500, sellers
Life Association, Ltd.	8,000	100	60	\$180

Insurance Co., Ltd.	20,000	\$	100	20	\$35.	buyers
Insurance Co., Ltd.	8,000	\$	250	20	\$300.	salica
IMB, LTD.						
Impos Dock Co. Ltd.	50,000	\$	50	all	\$163	
Imperial Co. Limited.	18,000	\$	25	25	\$31.	ex div.
Imperial Co., Ltd.	10,000	\$	61	61	\$18.	buyers

Boyd & Co. Ed.....	53,100	Tls. 100	Tls100	Tls. 120
ARTH. WUGG. WRO.				
Mrs S. S. Co. Ld..	30,000	\$ 25	\$ 25	} \$184, ex div., sales
Ship Co., Limited	20,000	\$ 50	\$ 50	
Steamboat Co. Ld	20,000	\$ 50	\$ 50	} \$40, buyers
Steamboat Co. Ld	20,000	\$ 50	\$ 50	

Steamboat Co., Ltd.	100,000	15	15	22 1/2	
N. Company, Limited	60,000	10	all	\$94, sellers	
Company, Ltd.	10,300	10	10	\$32, buyers	
	10,000	10	5	\$23, sellers	
& Trading Co. Ltd.	200,000	1	1	24 1/2	
Lighter Co., Ltd.	8,600	50	Tia 50	Tia 30	

Lighter Co., Ltd.	200,000	100			
Preference.	100,000	50	50		
				50	60, sellers 50, sellars
FINEIRIA.					
Company, Limited.....	20,000	100	all		\$208, sellers
Company Limited.....	7,000	100	all		\$35, sellars

Wharves Co., Ltd.....	7,000	Tls. 50	T 50	Tls. 70
Harvey.				
Wharf & Godown Co.	30,000		all	\$1014
	10,000	\$ 50		
	20,000			
Longkew Wharf Co.	10,000	Tls. 100	Tls. 100	Tls. 224

AND BUILDING.	12,000			
and Investment and	50,000	3	100	100
any, Limited.....				\$114, sales
Investment Co., Ed.	52,000	Fls.	50	Fls. 50
and Building Com- - - - - -				Fls. 115

8,000	\$	50	\$	50	\$37	sellers
nd & Building Co., Inc.	8,764	Tls.	25	Tls. 25	Tls. 12,	buyers
State & Finance Co.	150,000	\$	10	all	\$114,	sales
Building Co., Limited	12,500	\$	50	\$	50	\$53

ALWAYS.

Tramways Co., Ed.	1,250	\$	100	all	3215, buyers
also des Charbon-	16,000	Fcs.	250	all	2490
id Mining Co., Ed.	200,000	E	1	18/10	433, sales
el Company, Ltd.	12,000	\$	50	all	1332, seller:
el Co., Ltd.	2,000	\$	50	all	1332, seller:

General Co., Ltd. (S'hai)	30,000	1,125.00	125.00	125.00
General Co., Ltd. (S'hai)	30,000	85	25	\$31
General Co., Ltd. (S'hai)	30,000	10	10	\$13, sales & sellers
General Co., Ltd. (S'hai)	10,000	10	10	\$8, sellers

Gas Co., Limited...	7,000	£	10	all	\$175, buyers
Company, Ltd...	8,000	Tls.	50	Tls. 50	Tls. 123, buyers
Electric Co., Limited...	30,000	\$	10	10	\$16, sellers
(new issue) and ...	30,000	\$	10	10	\$16, sellers

ment Co., Ltd.	150,000	\$	10	\$	10	130
ILLANOUS.						
Eastern Agency, }	8,604	\$	12/8	15/8	7 1/2	buyers
Oriental Avanc. }	2,000	ord	\$	10	\$	4 3/8

Waterboat Co., Ltd.	15,000	10	10	\$160
Farin Co.	25,000	74	10	\$10, sellers
Company, Limited	5,000	25	8	\$16
Works Co., Ltd.	7,200	20	all	\$230, buyers
			20	Fla. 420, buyers

Manufacture Co., Ltd	10,000	50	an	\$125, ex div.
son Spinning Co., Ltd	125,000	10	10	\$18, sellers
Planning and Weav-	20,000	Tls. 50	Tls. 50	Tls. 67, buyers
otton Manufactur-	10,000	Tls. 75	Tls. 75	Tls. 60

New Cotton Spinning Co., Ltd.	8,000	Tls. 100	Tls 100	Tls. 64 -
Spinning Co., Ltd.	2,000	Tls. 500	Tls 5	Tls. 350
at Loan Mortgage	200,000	\$ 10	\$ 10	\$9, sales & rollers

Company, Ltd.	60,000	12	12	\$10, seller
re & Co., Limited	1,200	1)	all	\$36
d.	12,000	10	10	\$11
	3,000			
Hongkong Dyeing	1,200	50	5)	\$50

Co., Ltd.	25	25	25
orning Post	6,000	25	25
COMPANIES.			
Ltd.	67,500	10	10
ted	80	50	50

	Amount.	Value.	Interest.	Quotation.
Jan 1886	£10,767,300	£10,767,300	4% p. annum	Par.

VERNON and SMYTH, Share-Brokers

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